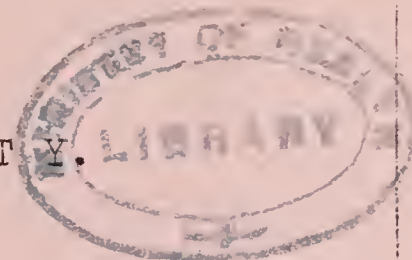


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A. G. N E W E L L , M . D . ; C . M . ; L . M . ; D . P . H .

Public Health Department,
"Dinsdale"
Marine Terrace,
BLYTH,
Northumberland.

RIVER BLYTH PORT HEALTH AUTHORITY.

MEMBERS OF THE AUTHORITY.

Chairman	- Alderman F. Rafferty.
Vice Chairman	- Councillor J.R. Curry.J.P.

Appointed by the Blyth Borough Council.

Alderman H. Donnachie.	Councillor J.R. Curry.J.P.
Alderman F. Rafferty.	Councillor J.W. Heatley.
Alderman R. Walker.	Councillor A. Purves.
Alderman A. Walton. J.P.	Councillor F. Riale.
	Councillor R. Turnbull.

Appointed by the Bealingtonshire Urban District Council.

Councillor H. Bell.
Councillor J.W. Pattison.
Councillor A.H. Payne.

OFFICERS AND STAFF.

Medical Officer of Health

A.G. NEWELL, M.D.; C.M.; L.M.; D.P.H. "Dinsdale House",
Blyth.

Deputy Medical Officer of Health.

* W.I. GORDON M.A.; M.B.; Ch.B. Waterloo Road,
Blyth.

Sanitary Inspector and Executive
Officer under Rat and Mice
(Destruction) Act, 1919.

JOHN DILKS, M.S.I.A.,

Rat Catcher.

A.F. CHAPMAN.

Clerk.

J. Morgan.

Clerk to the Authority.

W.T. HARRISON.

.... 12, Maughan Street,
Blyth.

.... "Dinsdale House",
Blyth.

Telegraphic Address:-

Portelth Blyth.

* Part-time appointment.

RIVER BLYTH PORT HEALTH AUTHORITY.
ANNUAL REPORT OF THE PORT MEDICAL
OFFICER OF HEALTH FOR 1946.

"Dinsdale",
Marine Terrace,
BLYTH.

14th. February, 1947.

Gentlemen,

I have pleasure in submitting to you the Annual Report
of the work involved and carried out at the Port of Blyth
in connection with its Health and Sanitary Department.

I have the honour,

to remain, Gentlemen,

Your obedient servant,

A.G. NEWELL.

To the Chairman,
and Members of the
Port Health Authority,
BLYTH.

1. ACCOUNT OF SHIPPING ENTERING THE PORT DURING THE YEAR.

TABLE A.

	Tonnage.	Number Inspected,		No. reported to be defective.	No. of vessels on which defects were remedied.	No. of vessels on which defects were found & reported to Min. of Transport Surveyors.	No. of vessels reported having or having had, during the voyage infectious disease on board.
		By the Medical Officer of Health.	By the Sanitary Inspector.				
Foreign.	(Steamers) 70 (Motor boats) 35 (Sailing) 1 (Fishing) 1	56,124 8,106	70 35	1 2	1 2	1 1	1 1
Total Foreign.	105	65,230	105	3	3	1	1
Coastwise.	(Steamers) 1,360 (Motor boats) 837 (Sailing) 9 (Fishing) 9	4,584,243 193,338	1,950 837	120 9	120 9	8 1	1 1
Total Coastwise.	2,606	4,777,581	2,795	129	129	8	1
Total Foreign and Coastwise.	2,911	4,842,811	2,900	132	132	9	2
		Coastwise. 40,062	Foreign. 2,137	Fishing. 89	Total. 42,288		

11. CHARACTER OF TRADE OF PORT, TABLE B.

(a) Passenger Traffic during the year. — NIL.
 There is no passenger service or tourist traffic at the Port of Blyth.

(b) Cargo Traffic.

Shipments from Blyth.	Coal & Coke.	4,159,530 Tons.
Imported.	General Goods.	3,506 Tons.
Imported.	General Goods & Timber.	31,506 Tons.

MEDICAL INSPECTION OF ALIENS.

	Total.	Number inspected by the Medical Inspector.	Number subjected to detailed examination by the Medical Inspector.
(a) Total number of Aliens landing at the Port....	30	26	26
(b) Aliens refused permission to land by Immigration Officer.	Nil.		
(c) Transmigrants..	Nil.		
Total Aliens arriv- ing at the Port.	30	26	26

Certificates Issued.

1. Lunatic, Idiot, or M.D....	Nil.	5. Suffering from acute infectious disease..	Nil.
2. Undesirable for Medical... reasons...	Nil.	6. Landing necessary for adequate medical examination.....	Nil.
3. Transmigrants.....	Nil.		
4. Physically incapacitated.....	Nil.		
Total number of vessels carrying Alien passengers			4.
Number of Vessels dealt with by the Medical Inspector....			2.

FOREIGN PORTS FROM WHICH FOREIGN VESSELS ARRIVE.

FRANCE.	Le Havre, Caen, Dieppe, Rouen, Calais, St. Malo, La Pallice.
GERMANY.	Hamburg, Emden, Lear.
HOLLAND.	Rotterdam, Amsterdam.
DENMARK.	Copenhagen, Esbjerg, Aalborg.
BELGIUM.	Antwerp, Ghent, Ostend, Boom.
ICELAND.	Reykjavik.
POLAND.	Gdynia.
FINLAND.	Helsinki, Hasko, Mattersock, Sinilouto, Wassa, Haniva, Lapalvoto.
NORWAY.	Aalsund.
SWEDEN.	Malmo, Hernosund, Kristnich.

NATIONALITIES.

BRITISH	2,721
DUTCH	94
SWEDISH	43
IRISH FREE STATE ...	12
DANISH	9
FINNISH	5
NORGE	5
POLISH	4

NATIONALITIES contd.

GREEK	...	...	...	2,
PANAMA	...	...	...	2,
ICELANDIC	...	...	...	1,
FRENCH	...	...	...	1,
SPANISH	...	...	...	1,
BELGIAN	...	...	...	1,
MALTESE	...	...	...	1,

... 2,902,

BRITISH FISHING VESSELS ... 9.

GRAND TOTAL ... 2,911.

VESSELS ARRIVING FROM INFECTED OR SUSPECTED PORTS...

The following table gives the number of vessels boarded in Blyth by the officers of the Port Health Authority on account of them coming directly or indirectly from Foreign Ports, Infected or Suspected of being Infected, with Cholera, Plague, Yellow Fever, or Typhus Fever :-

Date. 1946.	From Infected Ports to Blyth.		From Suspected Ports to Blyth.		Total.
	Direct.	Indirect.	Direct.	Indirect.	
January..	-	-	-	2	2
February.	-	-	-	3	3
March.	-	-	-	3	3
April.	-	-	-	2	2
May..	-	-	1	2	3
June.	-	-	5	-	5
July. .	-	1	-	-	1
August.	3	-	-	-	3
September.	-	2	-	-	2
October..	-	-	1	3	4
November.	-	-	-	2	2
December.	-	-	-	2	2
Total.	3	3	7	19	32

111. - WATER SUPPLY.

(1) Source of supply for, -

(a) The Port. The Port is supplied by the Newcastle and Gateshead Water Company on the South Side of the river, and the Tynemouth Water Company supply the North Side of the river. Two new storage tanks have been erected during recent years, one is situated at the lower end of the loading berths on the North Side of the river and the other at the West Staiths.

(b) Shipping. Ships are supplied direct from the mains which are laid along the loading and most of the waiting berths. A constant supply is now available at practically all parts of the harbour with the exception of several jetties, but these can be reached by water boat if required.

(2) Hydrants and Hoses. What precautions are taken against contamination? Hydrants and hosepipes are regularly inspected and if any defects found the matter is reported to the Blyth Harbour Commission who are responsible for the maintenance and care of all Hydrants and the necessary equipment for the supply of fresh water to ships. The Harbour Commission have watermen. These men are responsible for the care and proper maintenance of the hoses. Cabins are also provided for the storage of all equipment.

(3) There is only one water in commission at the present time. This is the property of the Harbour Commission. This is frequently inspected from sanitary and structural standpoints and when drydocked periodically examined so that the tanks can be thoroughly cleansed and kept in a hygienic condition.

IV. PORT HEALTH REGULATIONS, 1933 and 1945.

(1) The arrangements in force at present for the dealing with Declarations of Health are as follows :--

The Pilots, who have consented to co-operate in the New Regulations, are supplied with Forms P.S.1. and issue these to the Masters of Foreign ships. The Master, on completion, hands the Form of Declaration to the Customs Officer or a member of the staff of the Medical Officer. If anyone from the staff of the Medical Officer boards the ship prior to any Customs Officer he collects the Form of Declaration and leaves Form P.S.2. thus showing that there is no medical reason for with-holding pratique. This of course, is when the Declaration requires no medical inspection.

This method has so far been satisfactory and the understanding between the Pilots, Customs Officers, and Members of the Authority's staff is efficient.

(2) Vessels are boarded on arrival by the Medical Officer or Sanitary Inspector, at their respective berths. H.M. Customs Officers are always on duty and board all foreign ships in the course of their duties. No person is allowed to disembark from a foreign ship until it has been declared free by either the Customs Officer or the Medical Officer.

(3) Notification to the Health Authority is now sent direct to the registered telegraphic address: 'Portelth, Blyth', -If any vessel should require special attention. Wireless messages are received at the Cullercoats Station which is situated about seven miles South of Blyth. These in turn are passed through G.P.O. and sent to the above address. Flamborough is the nearest land signal station. Shipping agents sometimes receive wireless messages and, if in relation to health, they are passed on to the Medical Officer. The Pilots, Customs, etc., hand in any information required as stated by the Port Regulations.

(4) Mooring stations under Article 10. - (a) Should any ship on arrival be suspected as having infectious disease on board, such ship would be berthed at the Inspection Jetty, known as the Seven Stars Jetty, pending medical examination. This has been the arrangement previously and has always been found suitable. If after medical examination the ship was found to be infectious it would then be sent to Quarantine Jetty, which is situated on the North Side of the river and cannot be approached unless by boat. The Harbour Master has consented to make an emergency berth at any part of the river should the circumstances demand such action, to be known as a 'designated' mooring station under the new Regulations.

(b) There is no mooring berth outside the docks. The situation of the river does not allow the berthing of vessels outside of the harbour.

(5) Standing exemptions have been arranged with the consent of all concerned, that all ships except those with evidence or suspicion of infection from Plague, Cholera, Yellow Fever, Smallpox, or Typhus Fever, may proceed to their berths. Each or any such berth may become 'designated' mooring station if the circumstances so require. It is understood of course, that any such exempted ship shall be dealt with at the earliest possible moment by your staff, according to the conditions obtaining on board.

6. When a ship arrives from a foreign port, no-one is supposed to leave or board the ship other than the Pilot, Customs Officer, or the Medical Officer or his staff, until it has been declared free from control as required by the Regulations. The various officers as mentioned herewith, are complying strictly with Part 1. section 10, and so far it can be stated that compliance with this part of the Regulations has been adhered to.

7. (a) Premises and Waiting Rooms for Medical Examinations:- There are no special premises or waiting rooms for Medical examinations. Any work under this section has to be carried out on the ship and occasionally at the Port Health Office, Blagdon Street.

(b) The cleansing or disinfection of ships is carried out at their respective berths, or when they are in Dry Dock. In case of infectious disease, disinfection of crew's quarters, etc., is usually done with SO₂, or sprayed with Formalin. There is no cleansing station or other arrangement for the cleansing of persons; the erection of such stations is still in abeyance. When patients are removed to hospital their clothes, bedding, etc., are removed also and disinfected by apparatus installed at the Infectious Disease Hospital.

(c) There are no premises or temporary accommodation for persons ashore at the Port of Blyth.

(d) The Port Health Authority have an arrangement with the Walkergate Infectious Disease Hospital, Newcastle/upon/Tyne, for the reception of patients as indicated in these Regulations.

(e) Ambulance Transport: The Port Health Authority have the use of the Borough of Blyth's Infectious Disease Motor Ambulance and if this is not available the ambulance from the hospital concerned is sent to Blyth. Arrangements are made immediately by telephone.

(f) Supervision of Contacts:- Any person or persons leaving a ship will as required by these Regulations, give his name and address to the Medical Officer of the Port where disembarkation takes place. Should any person or persons change their address within fourteen days notification of such change must be made to the Port Medical Officer after disembarkation takes place. Special post cards (P.S.3) have been printed with the name and address of the Authority thereon, also some of the requirements of the Regulations. A reply card is also attached to this, this simplifying matters and rendering information readily where contacts are concerned.

8. Bacteriological examinations of rats are carried out at the County Laboratory, Newburn/on/Tyne, and the result of such examinations are known at fairly short notice - the Port being approximately 20 miles from the Laboratory. Specimens are sent when rats are recovered from every fumigation, also when trapping takes place any suspicious rat is also sent when deemed likely.

9. Bacteriological examinations such as swabs or blood tests are carried out as required at the County Laboratory, Newburn/on/Tyne.

10. Merchant seamen are informed from time to time concerning facilities for the treatment of Venereal Disease. Leaflets are left on board vessels during the regular inspection of crews accommodation. Form V. 14. revised, issued by the Ministry of Health 1943, gives the various Ports (British) for the treatment of the Disease. Times and location of hospital are given in detail. Sailors can go to the Preston Hospital, North Shields, or the General Hospital, Westgate Road, Newcastle/upon/Tyne. The N.C.C. have a clinic in Stanley Street, Blyth. This centre is opened twice weekly, Mondays and Fridays, 3.0.p.m. - 6.0.p.m.

11. Arrangements for the internment of the Dead: - When dead bodies are recovered from the river or a ship they are placed in the Port Health Mortuary. This building is kept and maintained by the Port Health Authority and is now out of date and in need of urgent repairs. When bodies are not identified they are buried by the Local Authority who claim any expenses incurred therein from the County Council.

12. Other Matters if any, requiring of receiving attention.

TABLE C.

CASES OF INFECTIOUS SICKNESS LANDED FROM VESSELS.

Disease.	No. of cases during the year.		No. of vessels concerned.	Average No. of cases for previous 5 years.
	Passengers.	Crew.		
Diphtheria.		1	1	2.0
Typhoid.		1	1	0.4

TABLE D.

CASES OF INFECTIOUS SICKNESS OCCURRING ON VESSELS DURING THE VOYAGE BUT DISCLOSED OF PRIOR TO ARRIVAL.

Disease.	No. of cases during the year.		No. of vessels concerned.	Average No. of cases for previous 5 years.
	Passengers.	Crew.		
Nil.	Nil.	Nil.	Nil.	Nil.

If any case of Plague, Cholera, Yellow Fever, Smallpox, or Typhus, occurred, or if plague infected rats were discovered, or if any outbreak of Malaria occurred on an arriving ship during the year, a short account should be given of such steps taken.

MEASURES AGAINST RODENTS.

1. Steps taken for detection of Rodent Plague:—

(a) In ships in the Port. — On arrival at the Port vessels are examined and if there is any evidence of rats notice is at once served on the Master. The Port Health Authority have their own official rat-catcher who is engaged when the occasion arises. Particular attention is paid to vessels arriving either directly or indirectly from infected or suspected ports. During the year rats have been sent to the County Laboratory, Newburn-on-Tyne, for evidence of Plague, but in no case was the result positive.

(b) On Quays, Wharves, Warehouses, etc., in the vicinity of the Port. Poison baits are laid regularly along the river banks, and around the docks, warehouses, dry-docks, and the ship breaking yard. Rat Week was duly observed, and every firm on the riverside was circularised and asked to co-operate with the Port Health Authority in a special effort for the destruction of these pests. The result appeared highly satisfactory and a fair number of dead rats were recovered. Private firms throughout the year laid rat poisons in an effort to keep their premises as free as possible from rat infestation.

2. Measures taken to prevent the passage of rats between ships and the shore:— Rat guards are kept by the Port Health Authority for use when required. Rat guards are used during the fumigation and are kept attached to the mooring ropes till the vessels are ready for sea. Special attention is given to gangways, ladders, etc.,

3. Methods of deratisation:—

(a) Ships.— Fumigation — some vessels deratised during the year were done with Sulphur Dioxide. The method employed is that of burning sulphur in specially constructed pails and sealing the compartments down for a period of from six to eight hours. The standard requirement for international purposes is 3 lbs. of sulphur per 1,000 cubic feet of space, and sulphur of good quality only is used. Care is exercised to see that the proper cubic capacity of compartments is correctly estimated. The work is carried out by private firms, all who are established on Tyneside. As in previous years HCN gas has been used. The work is carried out by skilled operators and has at all times been found to be satisfactory. The standard for International purpose is 2 ozs. per 1,000 cubic feet for holds, cargo spaces, etc., and 1 oz. per 1,000 cubic feet for superstructures, that is officer's quarters, messrooms, galleys, etc., Observations have proved that the gas has a deadly effect on Cockroaches, Bugs, Fleas, etc

When vessels are undergoing fumigation every precaution is taken, such as posting of notices over the ship's sides, also the fencing off the gangways to render the process as free as possible from accidents. The minimum period for exposure for this gas is two hours and effects a considerable saving of time compared with other methods such as Sulphur Dioxide.

Trapping:- It was found necessary to carry out trapping occasionally during the year, and while it can be useful in clearing rats from single compartments the method is not generally adopted where there are rat indications elsewhere. It is now recognised that fumigation especially for International Sanitary Certificates, is the more satisfactory and efficient method for the destruction of rats.

Poisons:- Poison baits are sometimes put down on vessels where there is only slight indication of rats. It is also a convenient way of dealing with the vessels which are laid up or where the vessels are having a short stay in Port.

4. Measures taken for detection of rats prevalent in ships and on shore:- Daily inspections are carried out and vessels are searched upon daily by the Health Inspector and Ratcatcher. Special attention is given to foreign arrivals, also those from infected or suspected Ports. Old vessels where rat harbourage is more evident, are closely searched. Shore premises are also inspected and advice is given to private owners on methods of rat destruction.

5. Rat Proofing:- (a) The docks, wharves, and warehouses, are not of recent construction and cannot be said to be rat-proof. As there is no importation of foodstuffs no facilities are offered for the feeding of rats and the various places are fairly free of rodents. (b) Advice is given to the masters of vessels and occupiers of premises as to the best methods of making ships and premises rat-proof.

POISON BAIT'S LAID ON DOCKS, QUAYS, WHARVES & WAREHOUSES DURING THE YEAR.

Jan.	Feb.	Mar.	Apr.	May.	June.	Jul.	Aug.	Sept.	Oct.	Nov.	Dec.
110	80	75	75	85	100	45	65	95	150	110	80
TOTAL = 1,070.											

TABLE E. NUMBER OF RATS DESTROYED DURING THE YEAR ENDED 31/12/46.

(1) ON VESSELS.

Number of.	Jan.	Feb.	Mar.	Apr.	May.	Jun.	Jul.	Aug.	Sept.	Oct.	Nov.	Dec.
Black Rats	29	2	-	-	-	7	-	1	-	1	15	-
Brown Rats	-	-	-	-	-	-	-	-	-	-	-	-
Species not recorded	-	-	-	-	-	-	-	-	-	-	-	-
Examined	29	2	-	-	-	7	-	1	-	1	15	-
Infected with Plague	-	-	-	-	-	-	-	-	-	-	-	-
Total.	Black Rats = 55. Rats Examined = 55.											

TABLE F. (2) IN DOCKS, QUAYS, WHARVES & WAREHOUSES.

Number of.	Jan.	Feb.	Mar.	Apr.	May.	Jun.	Jul.	Aug.	Sept.	Oct.	Nov.	Dec.
Black Rats	-	-	-	-	-	-	-	-	1	-	-	-
Brown Rats	16	12	15	9	12	15	-	4	10	6	-	8
Species not recorded.	-	-	-	-	-	-	-	-	-	-	-	-
Examined	16	12	15	9	12	15	-	4	10	6	-	8
Infected with Plague.	-	-	-	-	-	-	-	-	-	-	-	-

Totals: Black Rats = 1. Brown Rats = 107. Rats Examined = 107.

TABLE G.
 Measures of Rat Destruction on Plague "Infected" or "Suspected" Vessels or Vessels from Plague Infected Ports arriving in the port during the year.

NIL.

TABLE H.
 DERATISATION CERTIFICATES & DERATISATION EXEMPTION CERTIFICATES ISSUED DURING THE YEAR.

Net Tonnage.	No. of Ships.	No. of Deratisation Certificates issued.				No. of Derat- isation Exem- ption Certif- icates issued.	Total Certificates Issued.
		After fumigation with		After trapping poisoning, etc.,	Total.		
		HON	Sulphur				
Ships up to 300 tons.	9	1	1	1	2	9	
301 tons to 1,000 tons	10	2	1	1	2	8	
1,001 " "	7	1	1	1	1	7	
" " 3,001 " "	2	1	1	1	1	1	
" above 10,000 tons.	1	1	1	1	1	1	
Total	28	7	1	1	3	25	28

TABLE I.
 Measures of rat destruction on vessels (other than those in Tables G. & H.) and number of Certificates issued in respect of such vessels during the year.

No. of vessels fumigated by SO2.	No. of dead rats recovered.	No. of vessels fumigated by H.C.N.	No. of dead rats recovered.	No. of vessels trapping, poisoning, etc. employed.	No. of dead rats recovered.	No. of Certificates issued on Form Port 11.		No. of other Certificates issued.
						Deratisation.	Exemption.	
NIL.	NIL.	3	41	NIL.	NIL.	3	25	NIL.

HYGIENE OF CREW'S SPACES.

Classification of Nuisances.

TABLE J.

Nationality of Vessel.	Number inspected during 1946.	Defects of original construction.	Structural defects through wear and tear.	Dirt, Vermin & other conditions prejudicial to health.
British.	2,717	18	59	50
Other Nations.	181	1	2	2

NUMBER OF VESSELS FOUND HAVING SANITARY OR STRUCTURAL DEFECTS.

	Structural Defects.		Sanitary Defects.		Total.
	Foreign.	Coastwise.	Foreign.	Coastwise.	
British Steam	-	72	2	46	120
British Motor	-	5	-	4	9
British Sail	-	-	-	-	-
Foreign Steam	-	-	-	1	1
Foreign Motor	-	-	1	1	2
Foreign Sail	-	-	-	-	-
	+	77	3	52	132

DEFECTS.

	Work in hand.	Work Completed.	Total.
Forecastles to paint out	-	15	15
Forecastles to clean out	-	8	8
Forecastles to repair	-	9	9
Forecastles to reconstruct	-	2	2
Foreca stles Deck to caulk	-	1	1
89 Ports to repair	-	38	38
Galleys to repair	-	9	9
Hawse pipe leaking in M'c'ille.	-	1	1
Radiators to repair	-	5	5
Fresh water tanks to repair and clean out.	-	7	7

	Work in hand.	Work completed.	Total.
New fresh water tank to fix	1	1	1
New bogie funnels	1	2	2
Pantry to repair	1	1	1
New lockers to fix	1	1	1
Ventilators to repair	1	2	2
Bath room to repair	1	1	1
Officer's room to repair	1	1	1
12 beds to destroy	1	1	1
Lavatory basins to fix	1	2	2
Scuppers to clean out	1	3	3
Mess rooms to clean out	1	2	2
Sanitary tanks to repair	1	6	6
W.C's. to repair	1	3	3
New W.C. to instal	1	1	1
W.C's flushed on to quay	1	10	10
<u>Total ...</u>	1	132	132

The number of vessels fumigated for verminous conditions of Forecastles, Galleys, Provision Rooms, etc., was 13. The majority of these were subjected to fumigation with Hydrogen Cyanide; this gas is very effective for the destruction of Cockroaches, and more shipping companies realise this, hence the increase of Cyanide fumigations. The new insecticide DDT is also recommended and this preparation can be carried conveniently in containers and used as occasion demands. Masters and Officers are advised from time to time of the necessity of using insecticides which can, when applied in time, prevent large scale invasions of vermin.

Three disinfections were carried out after cases of infectious disease had been removed to hospital.

All work was inspected after fumigation was completed and found to be quite satisfactory.

VESSELS BOARDED BY THE MEDICAL OFFICER OF HEALTH, ETC.,

The following table gives a list of vessels boarded during the year 1946 by the Medical Officer and Sanitary Inspector on account of disease during the voyage, or at the time of arrival in Port, or while lying in Harbour.

Date.	Name of Vessel.	Nationality.	From.	Rating.	Sickness.	Remarks.
1946.						
January.						
10th	Storo	British	Hartlepool	Sailor	Stomach Trouble	P.T. To visit Clinic
22nd	Emp. Villager	-do-	Dunbar	-do-	V.D.	P.T.
26th	M/v Camroux 11	-do-	London	Captain	Stomach Trouble	
February.						
4th	Hawkwood	-do-	Chatham	Sailor	Influenza	To see doctor
4th	Karlmar sund X.	Swedish	Copenhagen	-do-	V.D.	Receiving treatment
16th	Karlmar sund X.	-do-	London	2 Sailors	V.E.	-do-
23rd.	Norman Queen	British	-do-	Fireman	Accident to back	P.T.
26th	Emerald Queen	-do-	Jersey	Sailor	Stomach Trouble	Left at Jersey
March.						
8th	Holderness	-do-	Portsmouth	Engineer	Accident to foot	P.T.
9th	Cromarty Firth	-do-	London	Sailor	Mental Trouble	Removed to Hospital
19th	Starrybrook	British	Southampton	2nd Mate	Laryngitis	P.T.
12th	Knowlton	-do-	London	-do-	Boils	P.T.
19th	Hedde Lau	Danish	Elsinori	Sailor	Catarrh	P.T.
25th	M/v Aldo	Dutch	Middlesboro	Engineer	Stomach Trouble	Removed to Hospital
30th	Empire Usk	British	Grangemouth	Steward	Influenzal Pneum.	-do-
April.						
9th	Kmicic	Polish	London	Sailor	Stomach Trouble	P.T.
12th	Crackshot	British	-do-	-do-	Accident to foot	Removed to Hospital
13th	M/v Birgitta	Swedish	-do-	-do-	Tonsillitis	
16th	Elizabeth	British	Tyne	Mate	Rheumatism	P.T.
17th	M/v Emp. Favourito	-do-	Kings Lynn	2 Sailors	V.D.	To attend Clinic
May.						
9th	M/v Cranborne	-do-	Grangemouth	Mate	Accident to hand	P.T.
15th	Celtic Queen	-do-	London	Ch. Engineer	Scabies	
17th	Greyfriars	-do-	-do-	2 Sailors	V.D.	To attend Clinic
21st	Wm. Homan	-do-	Helsinki	Sailor	V.D.	-do-
22nd	M/v Camroux 111	-do-	London	Engineer	Accident to foot	
23rd	Osbur	Swedish	Hull	Sailor & Fireman	V.D.	
June.						
14th	Tamworth	British	Southampton	Captain	Influenza	
28th	J. Duncan	-do-	Rouen	2nd Engineer	Ear Trouble	P.T.
28th	Largo	-do-	London	Sailor	Accident	For treatment

Date. 1946.	Name of Vessel.	Nationality.	From.	Rating.	Sickness.	Remarks.
August.	J. Hopkinson Fredborg Norman Queen The Baron Saturnus	British Swedish British -do- Swedish	London La Pallice London Cowes Hull	Sailor -do- Mate Fireman Sailor	Accident V.D. Abscess Abscess (leg) V.D.	P.T. For treatment -do- Receiving treatment
September.						
16th			London	Sailor	V.D.	
27rd		British	-do-	-do-	Accident	For treatment To see doctor Left at Ostend
26th		-do-	Ostend	Steward Sailor	Blood Poisoned hand V.D.	
28th	Leamardia	Swedish	Dublin			
October.	Kimball Harlow Emp. Villager Highland Queen M/V Viking	British -do- -do- Danish	Wassa Londonderry London Berwick	-do- -do- Donkeyman Sailor	V.D. Hernia Kidney Trouble Abscess (leg)	Removed to K.M. P.T.
9th						
14th						
14th						
30th						
November	Quaysider Kentwood	British -do-	Hamburg London	2 Sailors 2nd Mate	Accidents Accident to hand.	Receiving treatment -do-
9th						
18th	Lica Mearsk Kellwyn Regfos Solene	Danish British -do- Swedish	Aalsborg Lapalvoto Rochester Dublin	Captain Deck Boy Engineer Sailor & Fireman Sailor	Typhoid Appendicitis Boils V.D.	Removed to hospital Left at Cuxhaven To see doctor To attend clinic P.T.
2nd						
3rd						
7th						
10th						
7th	Ed. T. Douglas	British	London	Sailor	Septic Hand	P.T.

(1) As there is no importation of food at the Port no action was necessary under the Public Health (imported food) Regulations, 1937, or the Public Health (imported milk) Regulations, 1926; or the Public Health (preservatives etc., in food) Regulations, 1925 to 1940.

(2) SHELLFISH. - Public Health (Shellfish) Regulations, 1915.

An order is in force under the above Regulations prohibiting the distribution for sale for human consumption of any shellfish brought from public laying or bed (unless such shellfish has been relaid in pure water for a period of at least a week). Copies of the Order are publicly displayed at all parts of the Harbour.

CONTAMINATION OF THE RIVER BLYTH. -

According to the Rivers' Pollution Prevention Act of 1876 the flow of sewage into the River Blyth is a distinct contravention of the Act. Every sanitary authority has (subject to the restrictions of the Act) power to enforce the provisions of the Act and to institute proceedings.

I have visited the layings of the shellfish beds and in view of the large number of sources of sewage, etc., from many sewers and drains into the river bed there can be no doubt that contamination of those beds takes place and they are a source of danger to the Public Health. Bacteriological examination supports this view and I am of the opinion that the authority concerned should make an order, absolutely prohibiting the sale of shellfish taken from these beds. The notice boards warning the Public are not enough.

SHELLFISH REGULATIONS. - (1) The Public Health (Shellfish) Regulations of 1915 are revoked by the Public Health (Shellfish) Regulations 1934.

(2) The new regulations (1934) require the Medical Officer of Health to make an investigation with regard to any laying from which suspected shellfish have been derived and to make a report to the local authority. The local authority then gives all interested, opportunity to make representations, and if satisfied that the consumption of shellfish taken from the laying is likely to cause danger to the Public Health, may make an Order. The local authority may make conditions of sale of shellfish for human consumption either by re-laying in pure water or sterilisation by steam or cleansing by a satisfactory process approved by the Ministry.

(3) A new requirement is made that a local authority shall give notice to the appropriate Sea Fisheries Committee of any proposal to make an order or of any order which may be made.

(4) If an order contains an absolute prohibition the reason why it is made should be definitely stated therein so as to warn the public that the shellfish in the prohibited area are polluted and unfit for human consumption.

(5) The Public Health (cleansing of shellfish) Act, 1932, gives power to provide tanks for cleansing, or to contribute towards such by any person or authority. The Food & Drugs Act, 1938, Sect. 39 gives similar power.

("Local Authority" includes a Port Sanitary Authority).

Sewers Draining into the River Blyth. - The following is a list of Sewers, their position, and size which drain into the River at Blyth. Those figures in brackets are shown by corresponding numbers on the sketch.

- | | |
|--------------------------------------|--------------------------|
| 1. Import Dock near warehouse 2' 6". | 5. Near 3 & 4 spouts 24" |
| 2. Lifeboat House 12". | 6. Low Quay 2' 6". |
| 3. Pilot Jetty 6". | 7. Quay Road 9". |
| 4. New Sewer near Pilot Jetty 12". | 8. Nelson Place 9". |
- All the above are situated below the premises occupied by the Blyth Dry Docks and Shipbuilding Company.

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|-------------------------------------|--------------------------------------|
| (5) 9. Near 3 and 4 Dry Dock 5' 6". | (1) 19. West Staithes 12" |
| 10. Silver Street 9". | (3) 20. South Side of High Ferry 12" |
| 11. Gregory Street 9". | 21. Seven Stars 6". |
| 12. Clark Street 9". | (4) 22. Ashington Coal Office.. |
| (6) 13. Near No. 1. Dry Dock 18" | 23. Sleekburn Cut. |
| (7) 14. Wimbrene Road Jetty 18" | (10) 24. Factory Point Hospital. |
| (8) 15. Ferry Street 9". | (11) 25. Port Health Hospital. |
| (9) 16. Cowpen Square 6". | (12) 26. West Side of West Staithes. |
| 17. Old Shipbuilding Yard 9". | 27. Trimmers' Cabin 6". |
| (2) 18. Ridley Arms 9" | |

Number of samples of food examined by the Bacteriologist = NIL.
the Analyst = NIL.



